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ACT PROCEDURE IDENT

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Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

INDEX

REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UIII

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

UFN IAPs VORDME Rwy 12/30 suspended (13-1/2).

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Landing beyond GS shortened to 8282'(2524m). Taxiing into stands 9-15 with marshaller's guidance only.

Airport Information

UIII (Irkutsk)

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General Info

Irkutsk, RUS

N 52° 16.0' E104° 23.7' Mag Var: 2.1°W

Elevation: 1675'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 uses DST

Runway Info

Runway 12-30 10384' x 148' concrete

Runway 12 (115.0°M) TDZE 1588'

Lights: Edge, ALS

Displaced Threshold Distance 1312' Runway 30 (295.0°M) TDZE 1675'

Lights: Edge, ALS

Communications Info

ATIS 126.9 MF

ATIS 124.85 MF

Irkutsk Tower 124.0 Secondary

Irkutsk Tower 118.1 MF

Irkutsk Ground Control 121.7

Irkutsk Approach Control 125.2 MF

Irkutsk Approach Control 124.0 Secondary

Irkutsk Radar 125.2 Secondary

Irkutsk Radar 124.0 Secondary

Irkutsk Radar 119.3

Notebook Info

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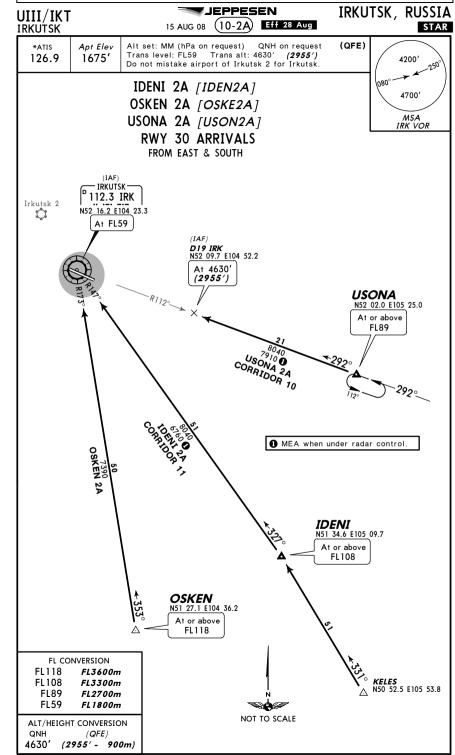
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IRKUTSK, RUSSIA **JEPPESEN** UIII/IKT (10-2)Eff 28 Aug STAR IRKUTSK Apt Elev Alt set: MM (hPa on request) QNH on request Trans level: FL59 Trans alt: 4630' (3042') (QFE) *ATIS 1675 126.9 4200' Do not mistake airport of Irkutsk 2 for Irkutsk IDENI 1A [IDEN1A] 4700' OSKEN 1A [OSKE1A] MSA IRK VOR USONA 1A [USON1A] RWY 12 ARRIVALS FROM EAST & SOUTH (IAF) - IRKUTSK -112.3 IRK Irkutsk 2 N52 16.2 E104 23.3 \Diamond At FL59 **USONA** N52 02.0 E105 25.0 At or above FL89 CORRIDOR 10 MEA when under radar control OSKEN **IDENI** N51 34.6 E105 09.7 At or above FL108 **OSKEN** N51 27.1 E104 36.2 At or above FL118 FL CONVERSION FL118 FL3600m **KELES** N50 52.5 E105 53.8 FL3300m FL89 FL2700m FL59 FL1800m NOT TO SCALE ALT/HEIGHT CONVERSION (QFE) 4630' (3042' - 900m)

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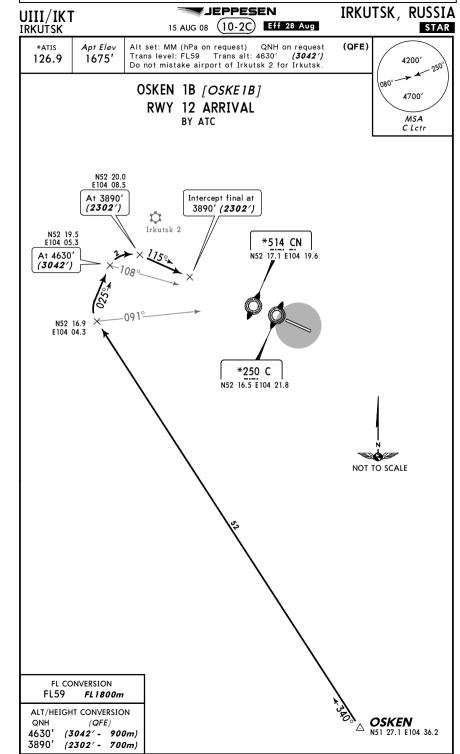


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IRKUTSK, RUSSIA JEPPESEN UIII/IKT (10-2B)Eff 28 Aug IRKUTSK STAR 15 AUG 08 (QFE) Alt set: MM (hPa on request) QNH on request *ATIS Apt Elev Trans level: FL59 Trans alt: 4630' (2955') 1675 126.9 4200' Do not mistake airport of Irkutsk 2 for Irkutsk. BD 2A, NH 2A 4700' **RWY 30 ARRIVALS** BASED ON IRK MSA IRK VOR FROM WEST & NORTH 420 CS N53 23.0 E103 52.0 ANGUT E104 36.0 TEKRO A **BILEN** N53 06.2 E104 08.1 NIKOLSK 699 NH N52 45.0 E104 28.0 At or above FL59 RAZDOLYE-MEA when under radar control. 635 BD N52 26.0 E103 12.0 At or above (IAF) FL89 - IRKUTSK-112.3 IRK N52 16.2 E104 23.3 At FL59 Irkutsk 2 091°→ X BD 2A CORRIDOR 12 **D20.6 IRK** N52 16.5 E104 56.8 FL CONVERSION At 4630' FL89 FL2700m (2955')FL59 FL1800m ALT/HEIGHT CONVERSION NOT TO SCALE QNH (QFE) 4630' (2955' - 900m)

CHANGES: MEAs established.

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IRKUTSK, RUSSIA JEPPESEN UIII/IKT IRKUTSK 18 JUL 08 (10-2C1) STAR Alt set: MM (hPa on request) QNH on request Trans level: FL59 Trans alt: 4630' (2955') Do not mistake airport of Irkutsk 2 for Irkutsk. (QFE) *ATIS Apt Elev 1675 126.9 4200' OSKEN 2B [OSKE2B] 4700' RWY 30 ARRIVAL BY ATC MSAI Lctr — IRKUTSK— *514 **IR** IRKUTSK-N52 14.9 E104 27.8 Irkutsk 2 N52 15.5 E104 25.6 \Diamond Intercept final at 4470['] (**2795**′) N52 11.5 E104 40.9 At 4470' (2795')N52 09.8 E104 42.4 NOT TO SCALE FL CONVERSION FL59 FL1800m **OSKEN** N51 27.1 E104 36.2 ALT/HEIGHT CONVERSION (QFE) 4630' (2955' - 900m) 4470' (2795' - 850m)

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			EPPESE		IRKUTSK,	DIICCI
UIII/IKT IRKUTSK		4 JAN 08	(10-2D)	Eff 17 Jan	IKKUTSK,	STAR
*ATIS 126.9	Apt Elev 1675'	Alt set: MM (hPa o Trans level: FL59 Do not mistake air	n request) Trans alt: o ort of Irkut	QNH on request 4630' <i>(3042')</i> sk 2 for Irkutsk.	(QFE)	
/ ' /	MSA C Letr		B.A	12 ARRIVAL ASED ON CN EAST & SOUTH	S	
080	. "		USONA N52 02.0 E105 25.0 Between F1 197 & F198	7.293° (198) 292°	04 49.0	FL108
	NOT TO SCALE		/		NEKOL NST 54.0 E104 49.0 Between	FL 148 &
		1RKUTSK *250 C NS2 16.5 E104 21.8	\$ 000 000 000 000 000 000 000 000 000 0	' waren	Z SZÁ	
04 13.0	*514 CN *514 CN *517.1 E104 19.6	At FLS9	NEA NEA	CORRIDOR 11		am of electric prohibited 0.7 NM.
N52 23.1 E104 13.0 At 4630' (3042')	Irkutsk 2 Ö	X X X X X X X X X X X X X X X X X X X	1890' (2302') UI(P)-AREA		MEA under radar control.	Plights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.
	Irl		N52 15.9 E104 07.3 At 4630' (3042')		FI CONVERSION 197 FL6000m 148 FL4500m 108 FL3300m 198 FL3000m 59 FL18000m	ALT/HEIGHT CONVERSION QNH (QFE) 4630' (3042' - 900m) 3890' (2302' - 700m)
			N52		FL 197 FL 148 FL 108 FL 108 FL 98 FL 98	ALT/HEIG QNH 4630' 3890'

CHANGES: Holding at NEKOL withdrawn.

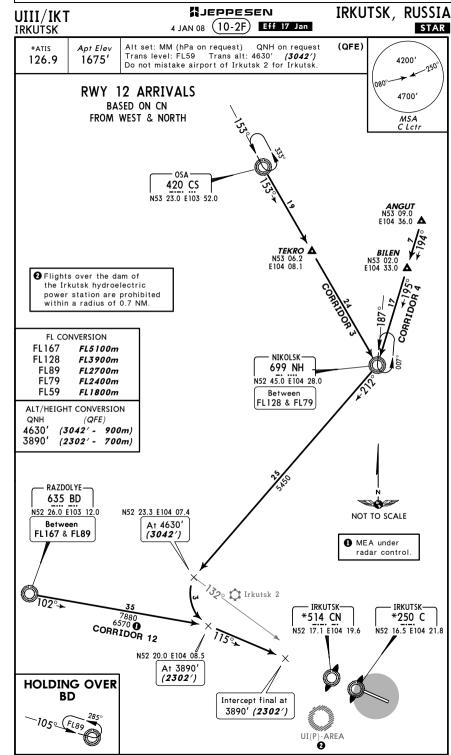
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IRKUTSK, RUSSIA JEPPESEN UIII/IKT 4 JAN 08 (10-2E) Eff_ 17 Jan STAR IRKUTSK Apt Elev Alt set: MM (hPa on request) QNH on request Trans level: FL59 Trans alt: 4630' (2955') (QFE) *ATIS 1675' 126.9 Do not mistake airport of Irkutsk 2 for Irkutsk. **RWY 30 ARRIVALS** BASED ON IR FROM EAST & SOUTH Between FL197 & FL98 MEA under radar control. Between FL118 & FL108 8040 6760 CORRIDOR 11 Plights over the dam of the Irkutsk hydroelectric power station are prohibite within a radius of 0.7 NM. CONVERSION (QFE) ALT/HEIGHT

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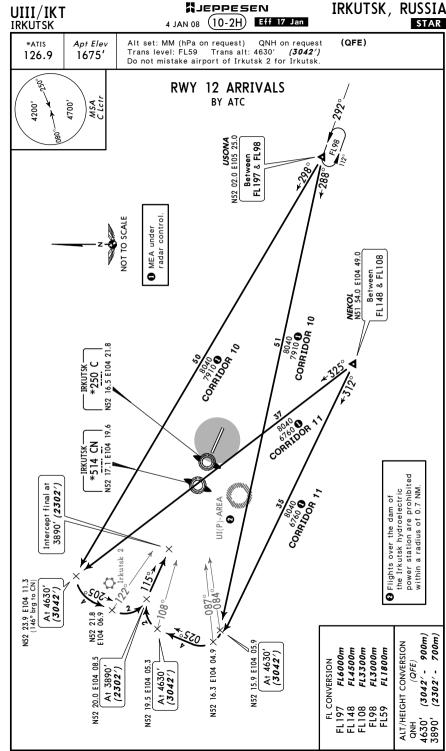
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IRKUTSK, RUSSIA MJEPPESEN UIII/IKT (10-2G) Eff 17 Jan IRKUTSK 4 JAN 08 STAR (QFE) *ATIS Apt Elev Alt set: MM (hPa on request) QNH on request Trans level: FL59 Trans alt: 4630' 1675' 126.9 4200' Do not mistake airport of Irkutsk 2 for Irkutsk. **RWY 30 ARRIVALS** 4700' BASED ON IR FROM WEST & NORTH MSA 420 CS N53 23.0 E103 52.0 ANGUT N53 09.0 E104 36.0 **△ TEKRO** ▲ N53 06.2 E104 08.1 **BILEN** N53 02.0 E104 33.0 NOT TO SCALE FL CONVERSION FL157 FL4800m FL89 FL2700m FL79 NIKOLSK-FL2400m 699 NH FL59 FL1800m N52 45.0 E104 28.0 ALT/HEIGHT CONVERSION Between (QFE) FL157 & FL79 4630' (2955' - 900m) 4470' (2795' - 850m) IRKUTSK-*250 I N52 15.5 E104 25.6 N52 15.7 E104 43.1 Irkutsk 2 🂢 At 4630' (2955') Intercept final at CORRIDOR 12 4470' (2795') - RAZDOLYE-635 BD UI(P)-AREA N52 26.0 E103 12.0 Ø Between FL157 & FL89 - IRKUTSK-*514 IR N52 14.9 E104 27.8 At FL59 MEA under radar control. 2 Flights over the dam of N52 07.1 E104 38.3 the Irkutsk hydroelectric (323° brg to IR) power station are prohibited At 4630 within a radius of 0.7 NM. (2955')

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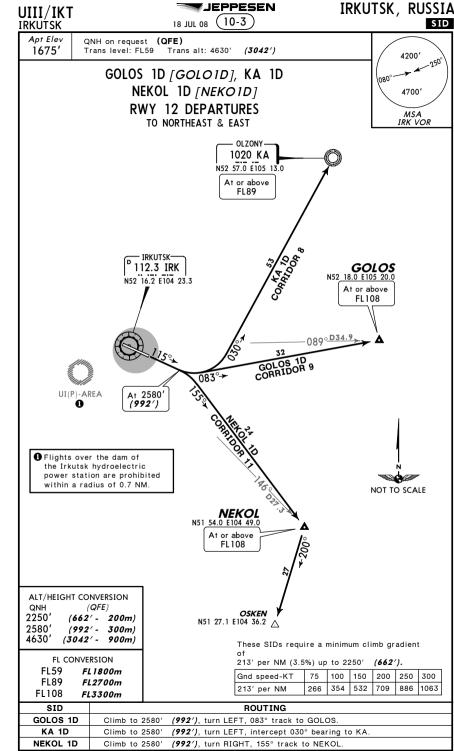
IRKUTSK, RUSSIA MJEPPESEN UIII/IKT 4 JAN 08 (10-2J) Eff 17 Jan STAR IRKUTSK (QFE) Apt Elev Alt set: MM (hPa on request) QNH on request *ATIS Trans level: FL59 Trans alt: 4630' (2955') 4200' 126.9 1675' Do not mistake airport of Irkutsk 2 for Irkutsk **RWY 30 ARRIVALS** BY ATC MSA 420 CS N53 23.0 E103 52.0 TEKRO A BILEN N53 02.0 E104 33.0 N53 06.2 E104 08.1 NOT TO SCALE FL CONVERSION FL157 FL4800m FL89 FL2700m FL79 NIKOLSK-FL2400m 699 NH FL59 FL1800m N52 45.0 E104 28.0 ALT/HEIGHT CONVERSION QNH FL157 & FL79 4630' (2955' - 900m) 4470' (2795' - 850m) RAZDOLYE-635 BD N52 26.0 E103 12.0 **IRKUTSK** Between *250 I *514 IR FL157 & FL89 N52 15.5 E104 25.6 N52 14.9 E104 27.8 N52 15.5 E104 43.7 Irkutsk 2 At 4630 (2955') N52 15.2 CORRIDOR 12 E104 44.2 UI(P)-AREA COARIDOR 12 N52 12.7 E104 42.8 Intercept final at 4470' N52 11.5 (2795') At 4470' (2795') MEA under radar control. N52 10.0 E104 41.0 2 Flights over the dam of N52 07.1 E104 38.3 the Irkutsk hydroelectric power station are prohibited At 4630' within a radius of 0.7 NM. (2955')

CHANGES: TAGUT replaced by TEKRO.

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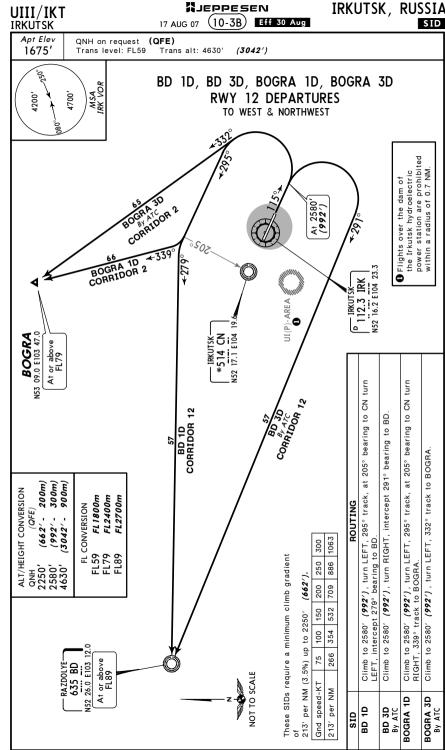


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JEPPESEN IRKUTSK, RUSSIA UIII/IKT (10-3A) IRKUTSK QNH on request (QFE) Apt Elev Trans level: FL59 Trans alt: 4630' 4200' 1675' Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway. GOLOS 2D [GOLO2D], KA 2D, KA 4D 4700' NEKOL 2D [NEKO2D], NEKOL 4D [NEKO4D] MSA **RWY 30 DEPARTURES** TO NORTHEAST & EAST OLZONY-1020 KA N52 57.0 E105 13.0 **D8 IRK** N52 24.2 E104 22.6 At or above FL89 At or above 3650'(1975') **D9.9 IRK** N52 23.7 E104 33.8 힝 089° D34.9 At 2010' (335') **GOLOS** 0 At or above FL108 — IRKUTSK— *514 IR '112.3 IRK N52 16.2 E104 23.3 N52 14.9 E104 27.8 Flights over the dam of the Irkutsk hydroelectric power station are prohibited NEKOL within a radius of 0.7 NM. N51 54.0 E104 49.0 At or above ALT/HEIGHT CONVERSION FL108 2010' (335' - 100m) 3650' (1975' - 600m) 4630' (2955' - 900m) FL CONVERSION FL59 FL1800m FL89 FL2700m NOT TO SCALE OSKEN N51 27.1 E104 36.2 A FL108 FL3300m SID ROUTING GOLOS 2D Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, 103° track KA 2D Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, intercept Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), KA 4D turn RIGHT, intercept 045° bearing to KA. By ATC Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), **NEKOL 2D** turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn RIGHT, 166° track Climb to 2010' (335'), turn RIGHT, intercept 147° bearing to IR, turn RIGHT, **NEKOL 4D** By ATC 150° bearing to NEKOL

CHANGES: NEKOL SIDs revised.

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MIEPPESEN IRKUTSK, RUSSIA UIII/IKT 17 AUG 07 (10-3C) Eff 30 Aug IRKUTSK SID QNH on request (QFE) Apt Elev Trans level: FL59 Trans alt: 4630' (2955') 4200' 1675' Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway. 4700' BD 2D, BOGRA 2D **RWY 30 DEPARTURES** MSA IRK VOR TO WEST & NORTHWEST **BOGRA** N53 09.0 E103 47.0 At or above FL79 NOT TO SCALE RAZDOLYE -635 BD Flights over the dam of N52 26.0 E103 12.0 the Irkutsk hydroelectric power station are prohibited At or above FL89 within a radius of 0.7 NM. -271BD 2D CORRIDOR 12 **D8 IRK** N52 24.2 E104 22.6 - IRKUTSK-At or above 112.3 IRK 3650'(1975') N52 16.2 E104 23.3 At 2010 $(3\overline{3}5')$ ALT/HEIGHT CONVERSION QNH (QFE) UI(P)-AREA 2010 (335' - 100m) 3650' (1975' - 600m) - IRKUTSK-4630' (2955' - 900m) *514 IR FL CONVERSION N52 14.9 E104 27.8 FL59 FL1800m FL79 FL2400m FL89 FL2700m SID ROUTING BD 2D Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn LEFT, intercept 271° bearing to BD. Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), BOGRA 2D

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UIII/IKT S JEPPESEN 4 MAR 05 10-4

IRKUTSK, RUSSIA

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

ARRIVALS

APPROACH PHASE

Runway 30 is the preferential runway and shall be used to the maximum possible extent.

If special meteorological conditions, such as considerable wind, cumolo nimbus clouds etc are present in arrival and approach sectors, ATC units may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below:

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in following cases:

- if there is ice, slush, water, mud, rubber, oil etc on the runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported or it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below the ILS glide path angle.

No noise abatement procedures shall envisage the increase of IAS during descent.

A displacement of THR shall not be used as a noise abatement measure. Not to distract the crew's attention during the execution of these measures, AIR-Ground communication shall be kept to a minimum.

Landing with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.6 or more
- crosswind component is not more than 5m/sec.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Restrictions runway 12

Take-off with a tailwind component up to 5m/sec is allowed under conditions indicated in Aircraft Flight Manual.

Restrictions runway 30

Cargo aircraft are allowed to take-off under following conditions:

- the absence of commercial load
- headwind component is 5m/sec or more
- for IL-76 aircraft take-off mass is 160 tons or less

During take-off the pilot-in-command shall report the absence of commercial load to ATC.

cont'd

turn LEFT, 336° track to BOGRA.

CHANGES: SID BQ 2D renamed BOGRA 2D.

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UIII/IKT IRKUTSK JEPPESEN
4 MAR 05 (10-4A)

IRKUTSK, RUSSIA

NOISE ABATEMENT

DEPARTURES (cont'd)

Restrictions both runways

The minimum IAS during established climb shall not be less than V_2 + 10 KT or less than prescribed in the Aircraft Flight Manual if higher.

Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- reaching 2660' (987' 300m)
- the established standard power mode enables with maximum certified takeoff mass to maintain the minimum climb gradient of 243' per NM (4%) at the above specified speed
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normal and also taking into account possible one engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

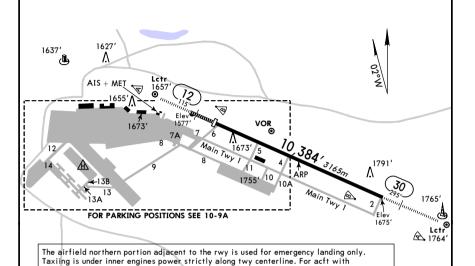
Reverse thrust power with the exception of reverse idle thrust shall be used for safety reasons only.

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Feet	0	2000	4000	6000
reet	Ĭ	2000	1 1 1 .	1 1 1
Motors	1	500	1000	1500 2000

wingspan up to 105'/32m and wheelspan up to 20'/6m arriving at NIGHT and when VIS is 2000m or less taxing is with 'Follow-me' vehicle only. Taxing along twy 7 for acft with wing span exceeding 125'/38m is prohibited when stands 6 and 8 are occupied. Taxing along twy 8 for acft with wing span exceeding 118'/36m is prohibited when stands 9 thru 15, 22 and 23 are occupied. Helicopter take-off and landing possible on twys 5, 6, 10A and 14. Twy 10A available for mil acft only. Birds in vicinity of apt.

				ADDITIONAL R	UNWAY I				
							JSABLE LENGTH	IS	
		1					BEYOND		
RV	٧Y					Threshold	Glide Slope	TAKE-OFF	WIDTH
12		LUIDI (CO.)	LITALC	DADI I (I- 7 770)	R∨R	9072' 2765m	8547' 2605m	0	148'
	30	HIKL (60m)	HIAL3	PAPI-L (angle 3.33°)	RVR	90/2 2/65m	8022′ <i>2445m</i>	9072′ <i>2765m</i>	45m

↑ TAKE-OFF RUN AVAILABLE RWY 12:
 From rwy head 10384' (3165m) displ thresh 9072' (2765m)

 ◆ Last 1312'/400m unusable for take-off.

	TAK	E-OFF
ΙГ	AIR CAR	RIER (JAA)
III	All	Rwys
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A B C	250m	400m
D	300m	

UIII/IKT

IRKUTSK, RUSSIA

MALEPPESEN

10 DEC 04 (10-9A) Eff 23 Dec IRKUTSK 21.1 21.2 21.3 21.4 E104 E104 E104 E104 COORDINATES 8 6 4 2 7, 3, 7

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UIII/IKT

JEPPESEN 10-9X) Eff 28 Aug IRKUTSK, RUSSIA IRKUTSK

CTDAIC	SHT-IN RWY	Α	В	С	D
		A 1700((000())	_	-	
12	ILS	1788′(200′)	1788′(200′)	1788′(200′)	1788′(200 ′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC			OT ORIZED	
	VOR DME	2000′(412′)	2000′(412′)	2000′(412′)	2000′(412′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2250 ′(662′)	2250 ′(662′)	2250 ′(662′)	2250 ′(662′)
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	2010′(422′)	2010′(422′)	2010′(422′)	2010′(422′)
	with DME	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	2430 ′(842′)	2430 ′(842′)	2430 ′(842′)	2430 ′(842′)
	w/o DME	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	1875′(200′)	1875 ′(200′)	1875′(200′)	1875 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		N	OT	
			AUTH	ORIZED	
	VOR DME	2020 ′(345′)	2020 ′(345 ′)	2020 ′(345′)	2390 ′(715 ′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2900 ′(1225′)	2900 ′(1225′)	2900 ′(1225′)	2900 ′(1225′)
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	2020 ′(345′)	2020 ′(345′)	2020 ′(345′)	2020 ′(345′)
	with DME	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	3010 ′(1335′)	3010 ′(1335 ′)	3010 ′(1335′)	3010 ′(1335′)
	w/o DME	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 12, 30				
LVP must be in Force		1		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B 250m	400m	500m		
D 300m				

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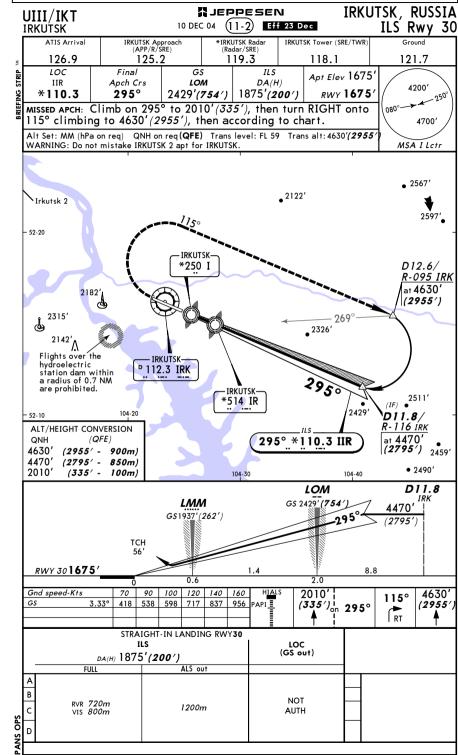
IRKUTSK, RUSSIA MJEPPESEN UIII/IKT 10 DEC 04 (11-1) Eff 23 Dec ILS Rwy 12 IRKUTSK ATIS Arrival IRKUTSK Approach (APP/R/SRE) FIRKUTSK Radar IRKUTSK Tower (SRE/TWR) (Radar/SRF) 126.9 125.2 119.3 118.1 121.7 LOC Final GS ILS Apt Elev 1675 DA(H) ICN Apch Crs LOM 4200' 2342' (**754**') 1788' (**200**') *111.3 115° RWY 1588 MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 4700' 295° climbing to 4630′ (3042′), then according to chart. Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042 WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK. MSA C Lctr ALT/HEIGHT CONVERSION (QFE) ONH 4630' (3042' - 900m) 3890' (2302' - 700m) D10.7/R-319 IRK 2580' (992' - 300m) - 52-25 at 4630' (3042')• 2122' 150 D9.8 52-20 R-294 IRK IRKUTSKat 3890 *250 C (2302')- IRKUTSK-*514 CN 115° *111.3 ICN 52-15 2315′ 2326' _{2142′}Λ IRKUTSK-^D 112.3 IRK Flights over the hydroelectric station dam within a radius of 0.7 NM are prohibited. 104-00 104-10 104-20 104-30 LOM **D9.8** IRK LMM GS 2342'(754') GS 1817'(229') 2302 TCH displ thresh 43' RWY 12 1588' TO DISPL THRESH Gnd speed-Kts 70 90 100 120 140 160 HIALS 2580 4630 295° 3.33° 418 538 598 717 837 956 PAPI (992') i (3042' on 115° LT STRAIGHT-IN LANDING RWY12 LOC (GS out) DA(H) 1788'(200') ALS out NOT RVR 720m 1200m VIS 800m AUTH

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CHANGES: Apt elev. MSA. Note. Procedure.

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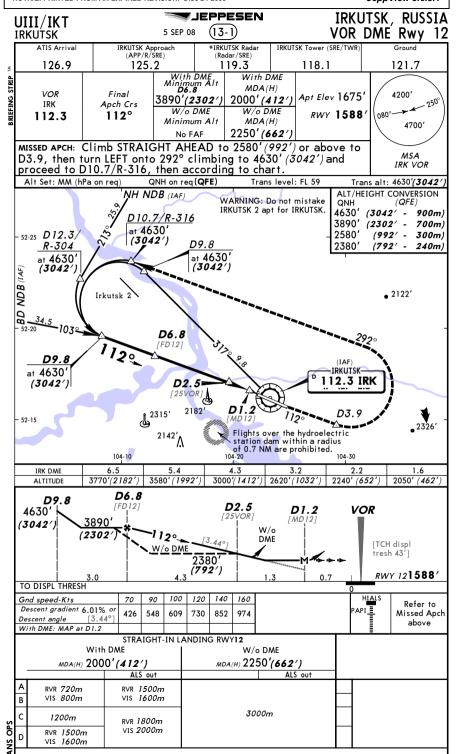
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CHANGES: None.

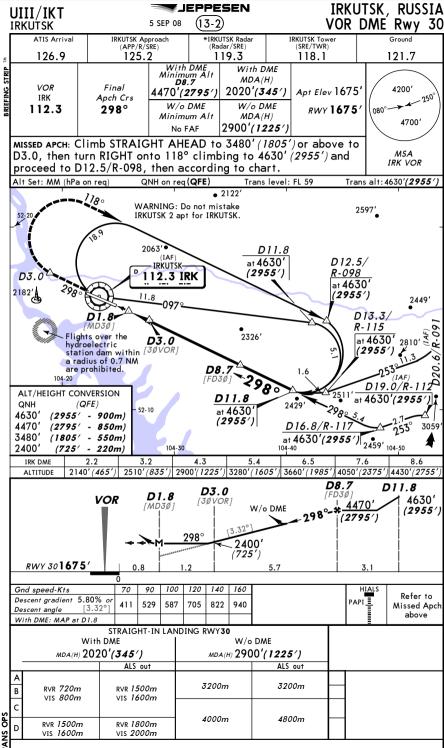
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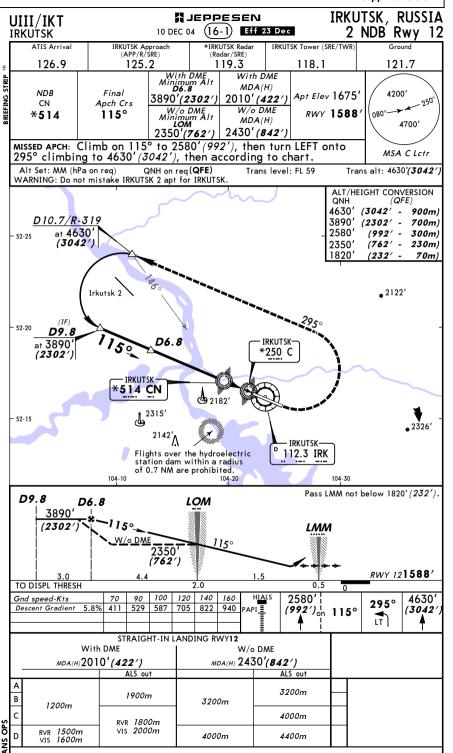


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